ERPC MPO SPOT SAFETY IMPROVEMENT STUDY SFY 2019

PREPARED BY: ERIE COUNTY REGIONAL PLANNING COMMISSION 2900 COLUMBUS AVENUE SANDUSKY, OH 44870-5554

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ERPC MPO SFY 2019 SPOT SAFETY IMPROVEMENT PROGRAM REPORT

As the Metropolitan Planning Organization (MPO) for the Sandusky Urbanized Area, the Eric County Regional Planning Commission is responsible for planning and documenting various aspects of the efficiency and performance of the transportation system. One product of the MPO is the creation of the Spot Safety Improvement Program Study. The purpose of the Spot Safety Improvement Program Study is to provide a detailed review of high accident locations. These locations are identified through the review and analysis of crash data obtained from the Ohio Department of Transportation and the Ohio Department of Public Safety. At times, the occurrence and severity of accidents can be reduced with the application of traffic engineering principles and the implementation of appropriate countermeasures. This can include the implementation of traffic control signals, properly lit roadways, proper signage, and appropriate roadway design features for example. In general, The Safety Improvement Study analyzes the performance of existing intersections/corridors in order to identify existing system deficiencies and offer possible solutions as warranted. The first step in completing the study is the collection and maintenance of data is needed to conduct the study. Thereafter the identification of hazardous locations is performed. The engineering studies are then completed and help to establish the project priorities and provide possible solutions to remedy existing hazardous conditions/elements.

US 6 Corridor Planning Study: During SFY 2019 ERPC staff has overseen a US 6 Corridor Planning Study. The section of corridor that is being evaluated is from Sycamore Line (US 250) in Sandusky to Rye Beach Road in Huron. Also, Butler Street in Sandusky from Milan Road (US 250) to Cleveland Road (US 6) is included as part of the study. Within this study area, six intersections were on the MPO's SFY 2018 high crash intersection list. Additionally, due to the development of Sports Force Parks at Cedar Point Sports Center Complex and the result of added vehicle traffic staff recognized the need to explore reducing congestion on the corridor. The Erie Regional Planning Commission Metropolitan Planning Organization (ERPC MPO) applied and received a grant from the Ohio Department of Transportation State Planning and Research (SPR) Program to conduct a US Route 6 corridor planning study. The SPR grant award of \$200,000, paired with \$50,000 in local funding (from the ERPC MPO, City of Sandusky, Perkins Township, and the City of Huron) provided the funding for Cleveland based transportation consultants, TranSystems, Inc. to conduct the multi-modal study with a regional approach.

The study officially kicked-off in the spring of 2018. Since that time, TranSystems, Inc. has completed a review of existing conditions and that information was shared at two stakeholder and one public meeting thus far. Turn out at meetings has been excellent with approximately 25 people attending each stakeholder meeting and 59 people in attendance at the public meeting; ERPC also received 24 comment forms from the public meeting. The consultants summarized all of the comments received on the results of the existing analysis. Below are a few of those received comments:

- Congestion along US 6 (Cedar Point Drive, Cedar Point Road, Sports Force, Rye Beach Road), difficult to access neighborhoods off of corridor (Pipe, Remington, Elizabeth Drive, Tract Meadows Drive)
- Dangerous Intersections (Perkins, Camp, Sawmill Creek)
- Bicycle/Pedestrian Sidewalks/Bike Path, crosswalk markings on Rye Beach Road needed

- Open more Cedar Point gates to improve traffic flow
- Use message signs to report on current traffic conditions along corridor

As public input was gathered and summarized the consultants developed a set of recommended improvement alternatives during the spring of 2019. Improvement alternatives were recently presented to stakeholders at a May 2019 meeting for comment. The alternatives will next be presented to the public at a meeting scheduled for July 16, 2019 from 4p-7p at the Erie County Commissioners Chambers, 2900 Columbus Avenue, Sandusky. Once all stakeholder and public comments are received and evaluated an implementation plan will be developed and finalization of the study will begin. Finally, existing condition analysis and preliminary alternatives were not included in this document due to document size limitations but are available upon request from ERPC.

SR 113 Bicycle Lanes: During SFY 2019, staff worked with Milan Township and ODOT District Three regarding the feasibility of implementing bicycle lanes along SR 113. Many local officials and residents have voiced concerns that the existing shoulders are too narrow. Several years ago, the locals contacted ODOT District Three about a safety issue with children biking and walking to Edison High School (slm 8.57) along the edge of SR 113, which currently has 11-foot lanes and one-foot shoulders. Because this is a high school building it did not qualify for Safe Routes to School program.

A review of crash data was completed along SR 113 for the years 2015 - 2017 from SLM 7.50 - 8.62. There were 13 crashes in the area, three injury and ten property damage only. There were five fixed object crashes, five animal, and three rear-end. Ten of the crashes were on dry pavement, two were on wet pavement, and one was in slushy conditions. Five of the crashes were during daylight or dawn, and the remainder were during dark conditions.

As SR 113 from slm 6.84 to 13.40 had previously been selected for Major 2 funds for resurfacing and full-depth pavement replacement on the outside 5 feet, it was thought that this may provide a good opportunity to widen the road for bike lanes to address the safety issue.

Adding four feet of shoulder widening in addition to the five feet of outside pavement replacement (9 feet total on each side) was evaluated and determined feasible. The new proposed pavement section would be an 11-foot lane and a five-foot bike lane. The limits of this improvement would be from the Milan Township Hall (slm 7.52) to Edison High School.

A safety application was submitted to ODOT requesting \$983,000 in funding for bicycle lane widening which included excavation, embankment, subgrade stabilization, aggregate base, full-depth asphalt, drainage right of way, and survey costs (Appendix B). The project design will be done in-house by District 3 personnel. The project was approved for funding and construction is anticipated to occur during the summer of 2021.

To further enhance the project, Milan Township will be installing a paved multi-use path that will run from Edison Park to the new SR 113 bicycle lanes near the Township's office building. Edison Local Schools has also agreed to construct a multi-use path from the SR 113 bicycle lanes to connect to the Edison High School entrance at its western drive.

Local Road Regional Safety Plan: With concurrence from the MPO's Policy Committee, staff submitted a funding request to ODOT to develop a regional safety plan during SFY 2019. ODOT approved the request and assigned a task order consultant, WSP, to assist with plan development.

The purpose of developing the plan is to understand safety-related issues within the Erie County MPO planning area, with a focus on identified emphasis areas, and to develop mitigating strategies to improve transportation-related safety issues on Ohio roadways. The plan will be developed in coordination with local agencies and organizations. The recommendations and mitigation strategies will integrate these stakeholders and will be separately identified for state and local roadways. The plan development process is intended to be holistic and collaborative, resulting in a plan that includes both infrastructure and behavioral mitigation strategies that are supported by the involved agencies and organizations.

The Project Team will drive the project, with WSP consultants providing technical input and fulfilling the role of facilitator. The Project Team currently consists of ODOT Central Office (Safety), ODOT District 3, Erie County Regional Planning Commission (ERPC), Erie County Engineer, and WSP. Stakeholders will be identified by the Project Team and are expected to consist of law enforcement and other key organizations and agencies.

The plan will identify and summarize distinguishing features and characteristics of the region that are relevant to the safety plan, including demographics, roadway network (mileage and ownership), other distinguishing information, and any current safety-related projects (i.e., safety studies, plans and improvements) that are underway or planned for the county at the local, MPO and state levels. This context information will facilitate understanding of regional features, characteristics, and trends that are relevant to the safety plan, which will enable appropriate assessment and understanding of crash-related trends and behaviors.

ODOT crash data, as documented in the GIS Crash Analysis Tool (GCAT) database will be analyzed. The results will be summarized in total for an overview of the MPO region's fatal and serious injury crashes. The results will also be analyzed for each of ODOT's 15 identified statewide emphasis areas (see Table 1 below), along with additional emphasis areas as indicated by the crash data. For example, Amish buggy crashes are typically an additional emphasis area for counties with Amish populations. Analyses will include hotspot mapping, bar graphs, pie charts and cross-tabulation tables, as appropriate. Furthermore, the hotspot data will be broken down by roadway ownership (state and local).

Crash analysis will build upon previous work accomplished and plans developed for the ERPC MPO region. Additional analyses will be performed to identify and close system gaps and update with current information. This will include identification of corridors and intersections, facilitating identification of critical areas and hot spots throughout the ERPC MPO region. The project team kickoff meeting will be in July 2019 and plan completion is anticipated in early 2020.

Emphasis Areas		Percent of Fatal and Serious Injury Crashes by Emphasis Area (all roads – US/State/County/Local)		
		Statewide	Erie County	
	Roadway Departure	42.50%	47.30%	
	Intersections	36.95%	32.03%	
Serious Crash Types	Rear End Crashes	12.40%	14.59%	
	Highway Railroad Crossings	0.17%	0.27%	
	Alcohol Related Involvement	17.01%	20.14%	
	Drug Related Involvement	6.56%	7.03%	
High Risk Drivers & Behaviors	Seat Belt	23.19%	20.95%	
Benaviors	Speed	23.32%	21.22%	
	Young Drivers	36.12%	34.86%	
	Older Drivers	16.43%	18.24%	
	Distracted Drivers	5.48%	5.00%	
	Bicycle Riders	2.48%	1.89%	
Special Vehicles &	Pedestrians	7.15%	5.14%	
Roadway Users	Commercial Vehicles	8.88%	11.35%	
	Motorcycles	12.96%	17.70%	

Table 1: Erie County Crash Data by Emphasis Area (2009-2017)

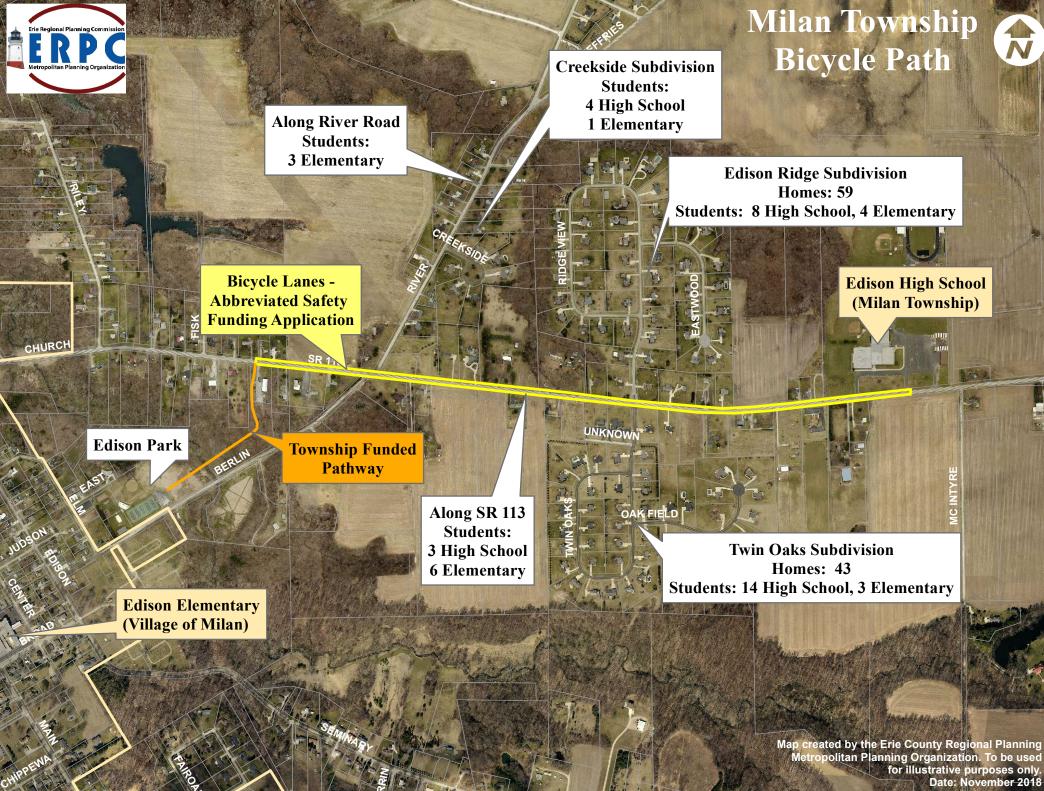
SR 4 at SR 99/Skadden Road: The intersection of SR 4 and SR 99 was evaluated to provide a safer traveling environment by reducing the number of intersection conflict points and reducing vehicle delay. The intersection has previously appeared on the MPO's high crash intersection list and ODOT's Highway Safety Program over the last few years. It was ranked #66 on ODOT's 2014 Rural Intersection List, #209 in 2015, #58 in 2016, and #106 in 2017. Most of the crashes at the intersection are rear end, angle and left turn crashes with 40% of all crashes resulting in injuries. In 2012, ERPC conducted a safety study at this location and more recently in 2017, ODOT District Three's Safety Review Team started a review to further develop improvement alternatives. In April of 2018, ODOT District Three held a public meeting and presented three different improvement alternatives for the intersection: a full closure, a half intersection closure with right-in right-out access, and a right-in right-out alternative. Many of the comments received requested that as much access at the SR 4 and SR 99 intersection be maintained as possible, including accommodating commercial vehicles and farm equipment.

With that in mind, additional alternatives were considered which maintained access to the intersection but also removed crossing movements which have previously resulted in angle-type crashes. As such, ODOT recommended moving forward with one of two alternatives: a half intersection closure or a roundabout. ODOT presented these two options at a second public meeting held in November 2018. After all comments were taken into consideration ODOT selected the roundabout option as the finalized improvement. The ODOT District has submitted a safety application for \$2,260,000 for the cost of the

improvement; to date, award announcements have not been made. A summary page of crash history and the proposed roundabout improvement has been included in Appendix B of this document. Finally, a safety study was conducted along the SR 4 Corridor in the City of Sandusky. ODOT safety funding was utilized to authorize Carpenter Marty consultants to complete the study from Perkins Avenue to Columbus Avenue. The study evaluated existing conditions related to safety and also considered safety for bicyclists and pedestrians. A number of items were recommended for implementation in the study. A one page informational sheet can be found in Appendix A which provides an overview of the recommended short and long term countermeasures (full safety study is available in the ERPC office or on ERPC website). ODOT will be submitting an abbreviated safety funding application to reconstruct the traffic signal at the Pierce Street and SR 4 intersection as well as install a pedestrian midblock crossing treatment south of Pierce Street. Meanwhile, the City of Sandusky is coordinating with the consultant and ODOT District personnel to submit a formal ODOT safety grant application for the remaining eligible recommended safety treatments.

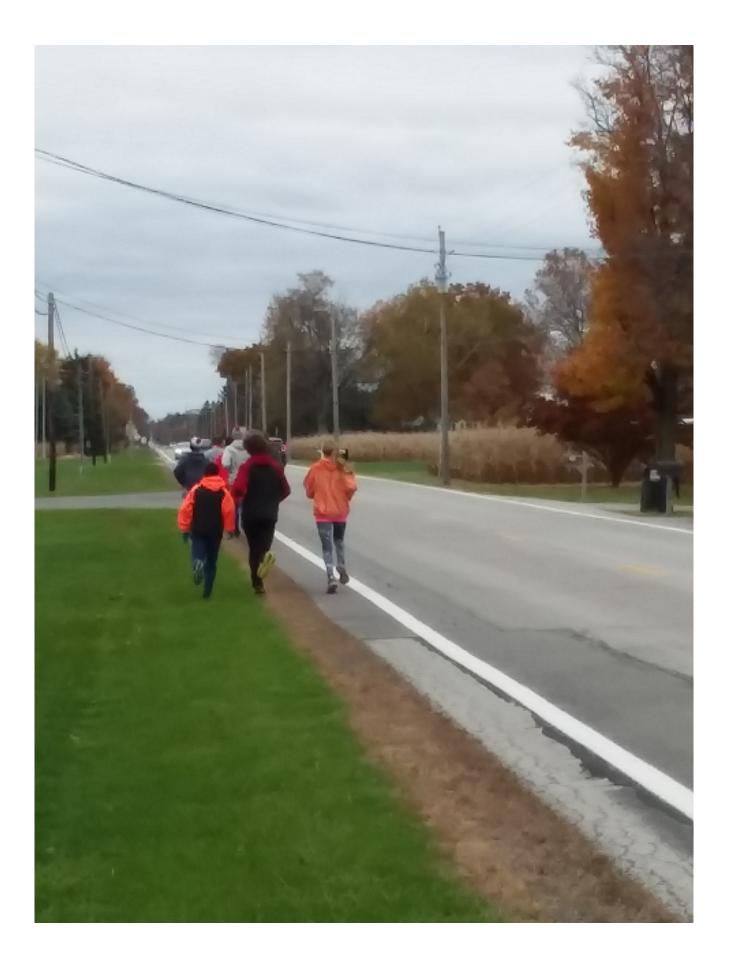
In summary, during SFY 2019 ERPC staff has worked with both state and local agencies on various safety related projects. In SFY 2020, ERPC plans to continue work on identifying, providing possible solutions to remedy existing hazardous conditions/elements, and securing funding for improvements at these and other high crash locations. Also, ERPC will continue its partnership with the ODOT D3 Safety Review Team in efforts related to enhancing safety for all users of its transportation network.

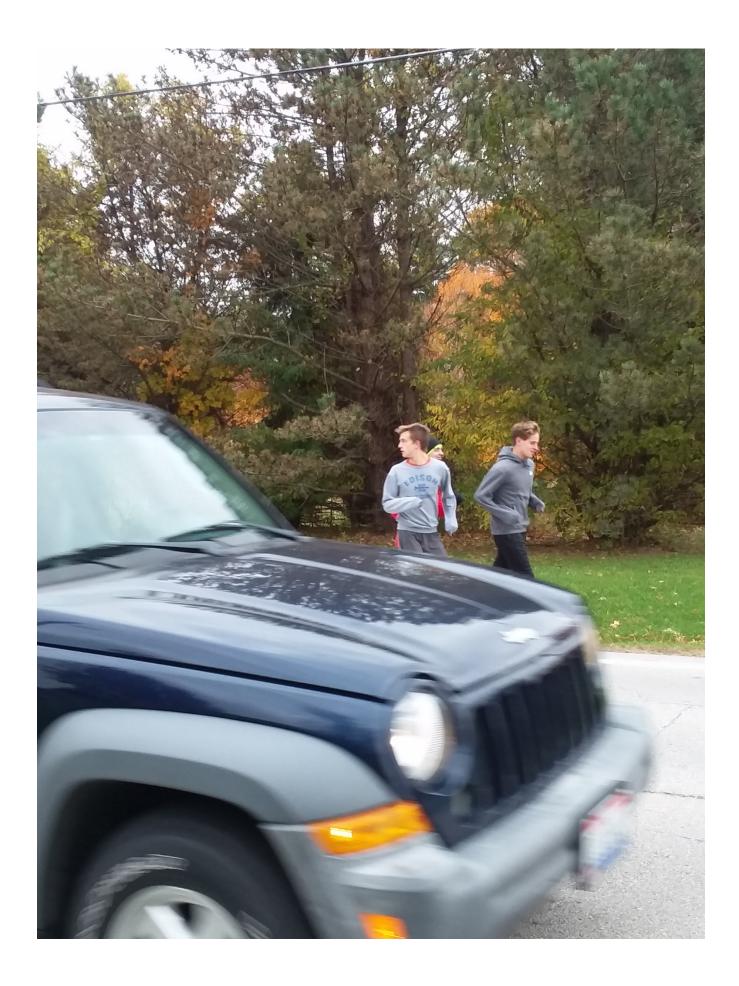
APPENDIX A

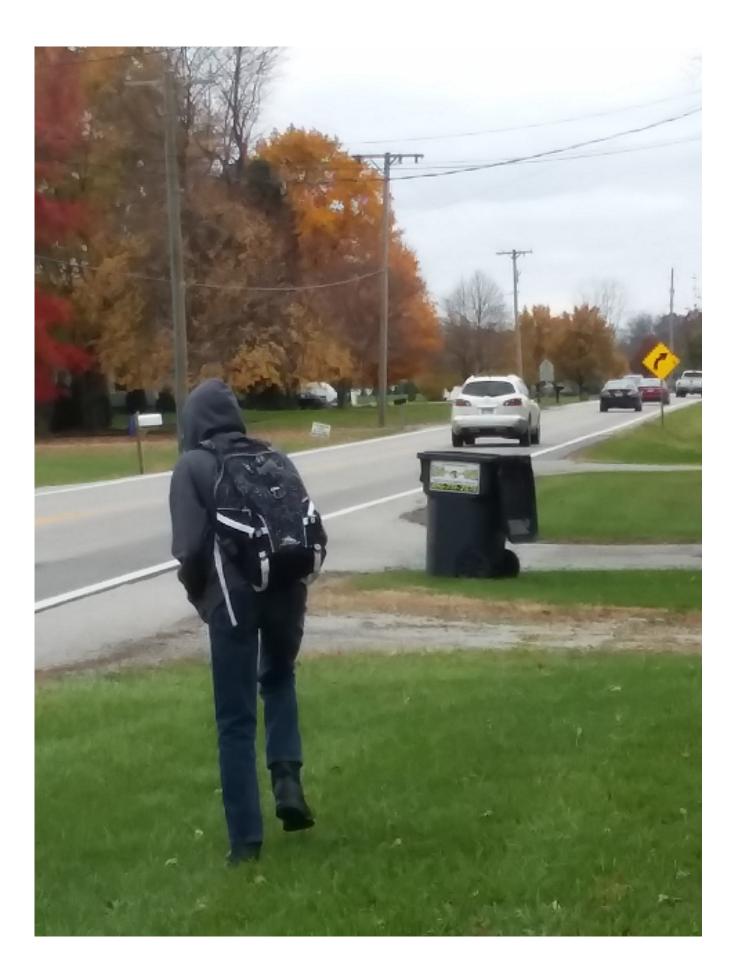


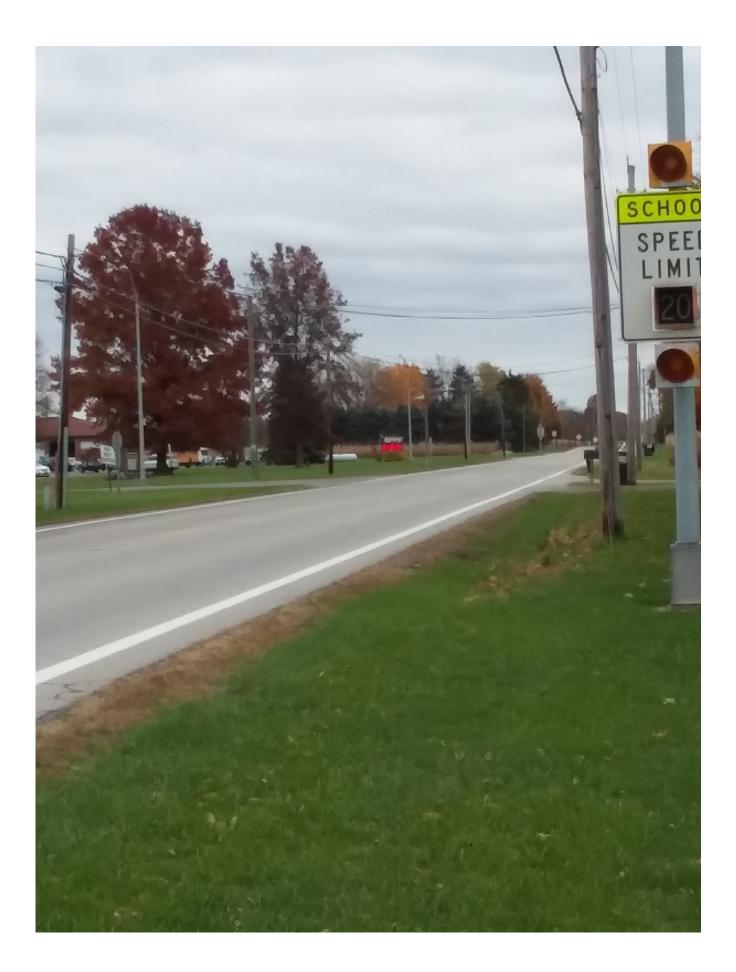
Source: ESRI, Erie County Auditor











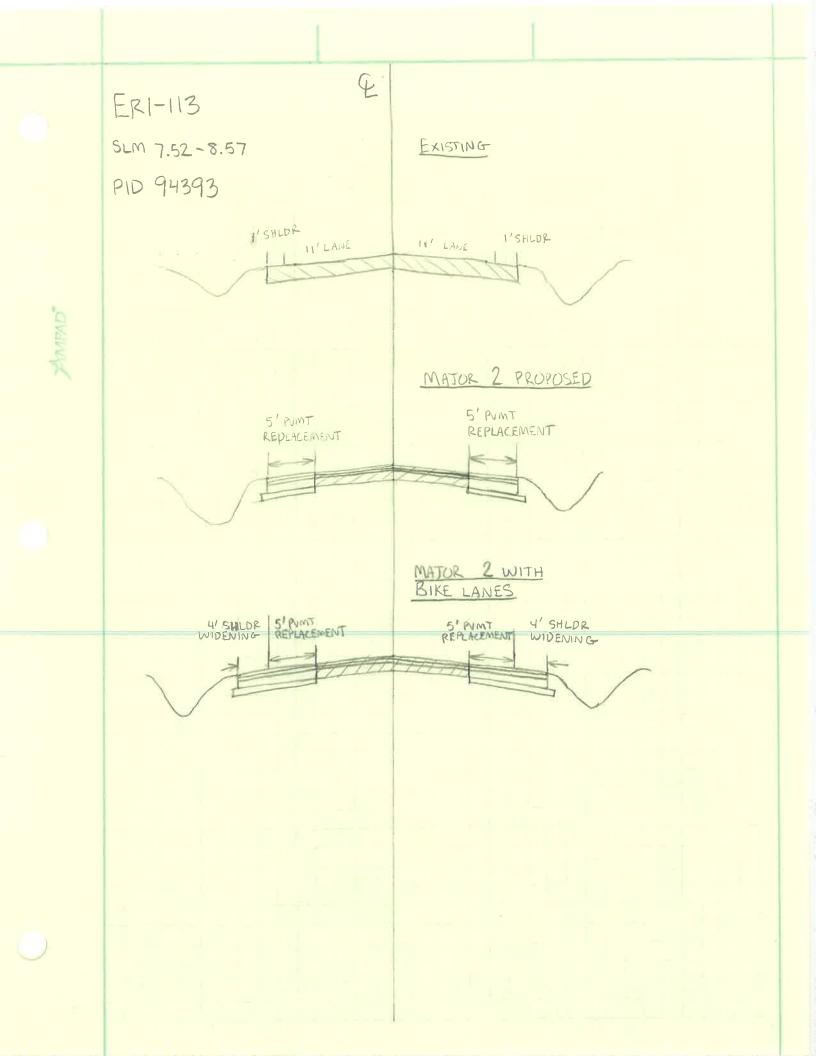


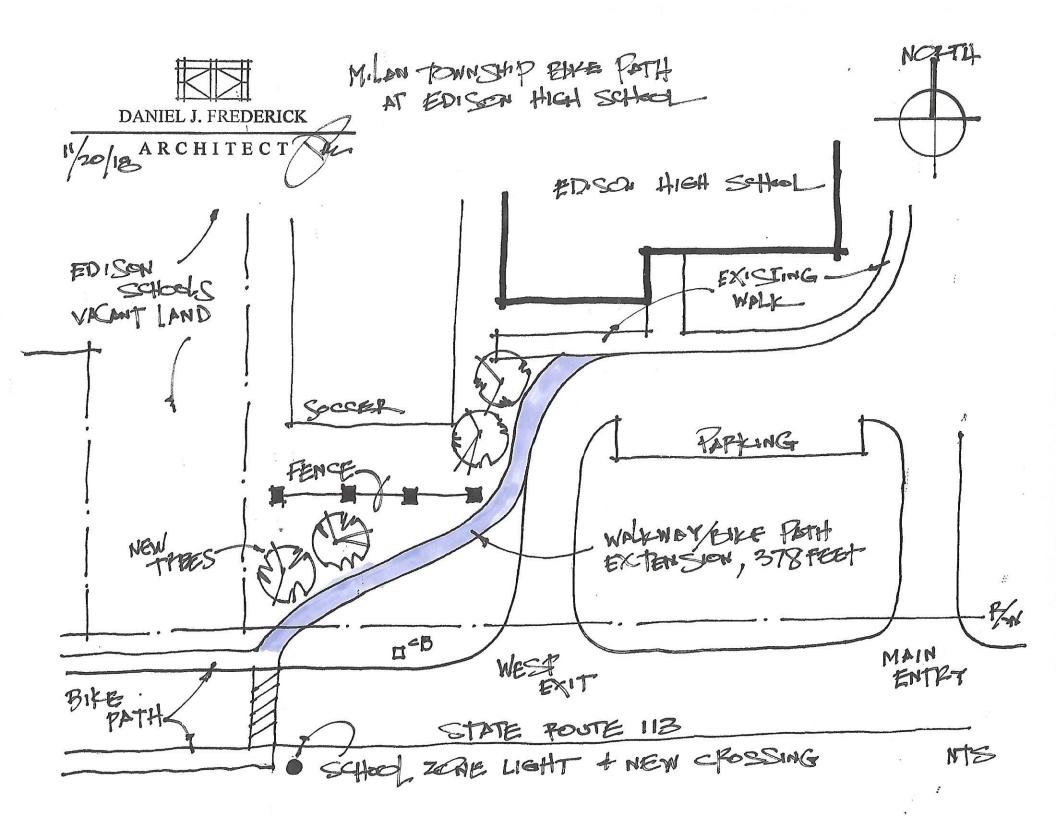
LENGTH OF PROJECT (MILES) 1.05 **Total Pavement Area** SQ YDS OF PAVEMENT (SQ YD) 14784 19712 AGGREGATE BERM WIDTH (ONE SIDE(FT)) 1.5 THICKNESS OF SURFACE COURSE (IN.) 1.5 THICKNESS OF INTERMEDIATE COURSE (IN.) 1.75

THICKNESS OF SHOULDER BACKUP (IN.) 1.5

ITEM	QUANTITY	UNIT	DESCRIPTION		UNIT PRICE	TOTAL PRICE
690	29	EACH	SPECIAL - MAILBOX REMOVED AND RESET		\$175.00	\$5,075.00
209	2.10	MILE	LINEAR GRADING		\$800.00	\$1,680.00
253	158	CU YD	PAVEMENT REPAIR (PARTIAL DEPTH)		\$170.00	\$26,775.00
251	16	CU YD	PAVEMENT REPAIR (FULL DEPTH)		\$250.00	\$3,937.50
206	11088	SQ YD	CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP		\$10.00	\$110,880.00
254	14784	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE FULL WIDTH (2.5")		\$1.00	\$14,784.00
407	1577	GALLON	TACK COAT		\$2.25	\$3,548.16
442	821	CU YD	ASPHALT CONCRETE SURFACE COURSE, 9.5MM, Type A (446), AS PER PLAN		\$135.00	\$110,880.00
407	986	GALLON	TACK COAT FOR INTERMEDIATE COURSE		\$2.25	\$2,217.60
442	958	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, Type A (448), AS PER PLAN		\$125.00	\$119,777.78
254	6160	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE (5 FT WIDE) (6" DEEP)		\$4.00	\$24,640.00
203	1369	CU YD	EXCAVATION (5' WIDE) (8" DEEP) (FOR EXISTING ROADWAY)		\$6.00	\$8,213.33
203	2053	CU YD	EXCAVATION (FOR WIDENING)		\$8.00	\$16,426.67
203	1000	CU YD			\$6.00	\$6,000.00
301	1232	CU YD	ASPHALT CONCRETE BASE, PG 64-22		\$88.00	\$108,416.00
304	3080	CU YD	AGGREGATE BASE (10")		\$55.00	\$169,400.00
SPECIAL	6160 77	SQ YD CU YD	PAVEMENT OVERLAY FABRIC COMPOSITE		\$5.00	\$30,800.00
617			COMPACTED AGGREGATE		\$40.00	\$3,080.00
617	1848 69	SQ YD EACH	SHOULDER PREPARATION		\$0.12 \$5.00	\$221.76 \$346.50
621	69 69	EACH	RAISED PAVEMENT MARKER REMOVED RPM		\$5.00 \$23.00	
621 642	20	EACH	BIKE LANE SYMBOL MARKING		\$23.00 \$60.00	\$1,593.90 \$1,200.00
642	2.10	MILE	EDGE LINE, TYPE 1		\$600.00	\$1,200.00 \$1,260.00
642	1.05	MILE	CENTER LINE, TYPE 1		\$000.00 \$750.00	\$787.50
614	2.10	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT		\$500.00	\$1,050.00
614	2.10 75	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC		\$150.00	\$1,050.00
611	75	COTD	DRAINAGE ITEMS		φ130.00	\$75,000.00
011						ψ/ 0,000.00
				SUBTOTAL		\$854,165.70
				20% CONTINGENCY		\$170,833.14
			SURVEY			\$132,405.00
			RGHT OF WAY SERVICES			\$250,000.00
			RIGHT OF WAY ACQUISITION			\$50,000.00
						ψ00,000.00
103	LUMP		PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND			\$12,812.49
614	LUMP		MAINTAINING TRAFFIC			\$42,708.28
619	3	MONTH	FIELD OFFICE, TYPE B		\$1,350.00	\$4,050.00
624	LUMP		MOBILIZATION		\$ 1,000100	\$21,354.14
						+ ,
				TOTAL		\$1,538,328.75
			TOTAL REHAB WITH 3' WIDENED SHOULDER slm 7.52 - 8.57 in	cluding 7.9% Inflation		\$1,659,856.72
				13 SLM 7.52 - 8.57		
			Cost Est	imate with Bike Lanes stimate No Bike Lanes		\$1,659,856.72 \$676,779.50

Additional Cost for Adding Bike Lanes \$983,077.22





Ockunzzi, Scott

From:	Carrie Whitaker <cwhitaker@eriecounty.oh.gov></cwhitaker@eriecounty.oh.gov>
Sent:	Monday, November 26, 2018 12:38 PM
То:	Gabel, Phillip
Cc:	Ockunzzi, Scott
Subject:	FW: Milan Township Bike Path

From: Dan Frederick [mailto:dan@frederickarchitects.com]
Sent: Monday, November 26, 2018 12:35 PM
To: Carrie Whitaker <CWhitaker@eriecounty.oh.gov>
Subject: FW: Milan Township Bike Path

From: ARNOLD, ANNE [mailto:aarnold@edisonchargers.org]
Sent: Monday, November 26, 2018 8:52 AM
To: Dan Frederick
Cc: THOMAS ROTH; shover.milantrustee@gmail.com; GERALD.NICKOLI@gmail.com; Zachary Rospert
Subject: Re: Milan Township Bike Path

At the Regular Meeting of the Edison Local Schools Board of Education on November 20, 2018, the following motion was made:

Motion to connect the proposed east end of the Milan Township bike trail to the high school sidewalk with an expected completion date in 2020. 1st: Mark Suhanic 2nd: Jeff Whitacre All Ayes. Motion passed.

On Wed, Nov 21, 2018 at 7:19 AM Dan Frederick <<u>dan@frederickarchitects.com</u>> wrote:

Anne, Please reply with the motion approved last night by the Board of Education regarding their commitment to completing the east end of the Milan Township Bike Path at Edison High School. We will include this in our application to ODOT.

Tom, Thank you for allowing us to address the Board on short notice and your continued support of this important project.

Dan, Mike & Jerry, Milan Township Board of Trustees

Anne M. Arnold Treasurer/CFO Edison Local Schools 140 S. Main St. Milan, Ohio 44846 P: 419-499-4625, ext. 1162 F: 419-499-4859 BOARD OF EDUCATION John A. Betts -President William J. Muthig-Vice-President James Mark Suhanic Matthew R. McClester Jeffrey J. Whitacre

Mr. Thomas C. Roth Superintendent of Schools

Anne M. Arnold – Treasurer



140 S. Main Street Milan, OH 44846-9735 Phone: (419) 499-3000, ext. 1111 Fax: (419) 499-4859



Dear Milan Township Trustees,

I am writing this letter of support for the project you have proposed to add a bike lane on State Route 113 from the Milan Village Limits to Edison High School. This stretch of road is very dangerous for pedestrians and bicyclists and the addition of the bike lane would create a much safer traffic pattern for our students who walk or ride their bikes to school, as well as the drivers, on this stretch of road.

Our student athletes often run on this stretch of highway, and it seems that every year I am seeing more and more pedestrian and bike traffic between Milan and Edison High School. The combination of high traffic volume at the start and end of the school day, inexperienced teen drivers, pedestrian and bike traffic on this two lane highway where the speed limit is 45 MPH has created numerous near misses over the years and is a tragedy waiting to happen.

The addition of this proposed bike lane would dramatically increase the safety along this stretch of highway for everyone who travels it. I am in full support of the proposed project and will do what I can as the Superintendent of schools to help make this become a reality.

Please let me know if there is any way I can assist in this important project.

Respectfully,

Thomas C.

Thomas C. Roth Superintendent Edison Local Schools

BOARD OF TRUSTEES Daniel Frederick Gerald Nickoli Mike Shover

FISCAL OFFICER Zachary Rospert



MILAN TOWNSHIP 1518 State Route 113 E

Milan, Ohio 44846 419-499-2354

ZONING INSPECTOR Colleen Arthur

The following text is taken from the minutes of the regular meeting of the Milan Township Trustees held on November 7, 2018:

The Milan Township Trustees have considered the construction of a bike path between Edison High School and the Village of Milan a priority for many years to provide for area resident's recreational use and more importantly, safer travel for pedestrians, bike riders, and vehicles. Edison High School is located on SR113 in Milan Township, approximately 1.5 miles east of the Village of Milan (also considered part of Milan Township). The Edison Ridge/Twin Oaks subdivision is located approximately halfway between the school and village and is home to around 100 homes. To complicate matters, a SR 113 culvert just east of the Village limits is narrow and Berlin Street leading from SR 113 into the Village of Milan is dangerous.

Many Milan Township residents and Edison High School students are accustomed to walking, running, and riding bicycles along SR 113 between the school and Village of Milan. Edison High School running teams regularly use this route for long distance training. This roadway is also part of an informal but popular long distance bike route originating in Lorain County. Obviously, this stretch of road is consistently used by inexperienced teenage drivers during the same time period that the berm of the roadway is most likely being used by pedestrians and bicycles. To make this worse, this most heavily used time period often corresponds with sunrise/sunset on this east/west road. Finally, this stretch of SR 113 contains a relatively dangerous curve near the high school and an often confusing intersection at River Road and Berlin Street, both of which have a history of serious accidents. Fortunately, ODOT has recently recognized these concerns and lowered the speed limit to 45 MPH between Edison High School and the Village of Milan.

All of which make this bike path project a priority to improve safety for pedestrians, bicyclists, and vehicles. Toward this goal, it is the declared intention of the Milan Township Trustees to commit \$100,000 of township funds toward the construction of a bike path between Edison High School and the Village of Milan for the purpose of providing for the safe passage of citizens along State Route 113, particularly Edison High School students. The Trustees' intend to pursue the following three options:

1.) If additional ODOT funds are unavailable and the Township must bear the entire expense of this project, an initial phase of this bike path will be built from Edison High School to the Edison Ridge/Twin Oaks subdivisions (distance of 1885 feet and estimated total cost of \$101,790). Milan Township will then attempt to add additional phases of the bike path in future years until the path eventually reaches the Village of Milan.

2.) If ODOT matching funds can be obtained, the bike path will be constructed from Edison High School to the River Road/Berlin Street intersection (distance of 4120 feet and estimated total cost of \$225,000). Again, with the intention of adding additional phases in future years until the path reaches the Village. In the mean time, additional bicyclists would most likely be traveling on narrow and difficult Berlin Street to reach Milan.

3.) If the construction of the SR 113 bike path can be funded in total by ODOT, the Milan Township Trustees recommend that the path completed from Edison High School to the Milan Township offices located at 1518 State Route 113 East. If this occurs, the Trustees will dedicate their \$100,000 commitment toward building an 8' wide paved extension of the bike path south from the Township offices directly toward Milan Township's Edison Park complex and adjacent Village limits. This path would be constructed completely on land already owned by the township. This portion of the bike path would therefore avoid the narrow SR 113 culvert and the dangerous northern portion of Berlin Street. By terminating at Edison Park and providing additional parking at the Township's SR 113 property, we believe this path would not only provide for save travel between Edison High School and the Village but the "thru the woods" off-road portion would also be heavily used for recreational walkers, runners, and bicyclists.

This third option is preferred by the Milan Township Board of Trustees as being most beneficial for township residents, high school students, area visitors, and passing motorists. This master plan would be the ultimate goal of this bike path project even if needed to be constructed in phases over many years.

Mr. Frederick moved for the adoption of this Declaration of Intent. Mr. Shover seconded the motion. The motion carried unanimously by the Milan Township Board of Trustees.

From:	Paul Sigsworth
Sent:	Wednesday, November 21, 2018 11:54 AM
То:	'Dan Frederick'
Cc:	'Mike Shover'; 'Gerald Nickoli'; 'Zachary Rospert'; Carrie Whitaker
Subject:	RE: Milan Township

Dear Honorable Body:

I strongly endorse the construction of a bike path as proposed between Edison High School and Edison Park on Berlin Street, Milan Township. I, too, routinely observe pedestrians and bicyclists—including students going to and from Edison High School and members of the Edison High School Cross Country Team—walking, running, or biking along State Route 113 between Edison High School and the Milan village limits. I am concerned for the safety of those pedestrians and bicyclists due to the volume of traffic on State Route 113 and narrow berms that exist along portion of this roadway. In addition—and as mentioned in the Township's Letter of Intent—motorists on State Route 113 (many of whom are high school students and, therefore, not experienced drivers) are susceptible to severe sun glare at sunrise and sunset. I have, unfortunately, been called to respond to the scene of a multi-fatality traffic crash along this section of State Route 113 that was directly related to a motorist making a left turn directly in front of another vehicle due to extreme sun glare. I am also aware of at least one other fatality in this county that involved a bicyclist being struck from behind by a motor vehicle; the driver of that vehicle was blinded by the sun as well. I believe that the construction of a bike path in this area would eliminate the potential for crashes such as these from occurring and would greatly enhance public safety. Please advise if I may be of any further assistance in this matter.

From: Dan Frederick <dan@frederickarchitects.com>
Sent: Wednesday, November 21, 2018 8:52 AM
To: Paul Sigsworth <PSigsworth@eriecounty.oh.gov>
Cc: 'Mike Shover' <shover.milantrustee@gmail.com>; 'Gerald Nickoli' <GERALD.NICKOLI@gmail.com>; 'Zachary Rospert'
<zrospert@gmail.com>
Subject: FW: Milan Township

Erie County Sheriff Paul Sigsworth,

The Milan Township Trustees need your help. We are attempting to convince ODOT to help us construct a bike path from Edison High School to the Village of Milan. Attached is an explanation of Milan Township's goals and objectives regarding this project. If you agree that this is a worthwhile project, please send a brief email expressing your support including any professional testimony regarding your safety concerns along this road. Of course, the Trustees will also consider the opinion of those who may oppose this project. Time is of the essence as ODOT's decision to fund this project will be determined in the next week or so. Please send your thoughts via email to the Trustees <u>dan@frederickarchitects.com</u>, <u>shover.milantrustee@gmail.com</u>, <u>gerald.nickoli@gmail.com</u> and Erie County Regional Planning Commission <u>cwhitaker@eriecounty.oh.gov</u> Thanks! Dan, Mike, and Jerry

From:	Lynn Deluga <lynndeluga@yahoo.com></lynndeluga@yahoo.com>
Sent:	Thursday, November 08, 2018 9:45 PM
То:	dan@frederickarchitects.com; shover.milantrustee@gmail.com;
	gerald.nickoli@gmail.com; Carrie Whitaker
Subject:	Bike path from Edison high school

Gentleman,

I was delighted to see the proposal for a bike path from Edison High school. This is something that would greatly enhance the Milan area. I ride a bicycle nearly daily in decent weather, on that stretch of 113 from Edison Ridge to Milan or River Road or down Berlin St and, it is not, in my opinion, a safe stretch of road to bicycle or walk on. If tractor trailors or even cars, have to share the road with a bike rider and there is a car coming the other direction, they can't move over for you and there isn't anywhere to go but off the road. I see kids riding their bikes to school (because they live too close to get a bus ride) on that stretch in the mornings and it is still dark and most of them don't seem to have lights on their bikes. The cross country kids run from the high school to Edison Ridge and Twin Oaks. In the summer the cross country kids start at Edison Park and it would be great if they had a safe path to travel on rather than the road. I hate to see these kids traveling on this road on foot or on a bike, its not safe. Tuesdays are especially problematic, when the car show is in town, there is more traffic around Milan. Any events at the high school greatly add to the traffic on 113 also. There are also economic benefits to having bicycle infrastructure. It brings bicyling and walking tourism, beneficial for local businesses-maybe someone would like to add a bike shop to the village. There seems to be a number of bike races that go through Milan also, and it would be nice if it was known as a more bike friendly area. People who live in the area would have the option to bicycle rather than drive to work. It has many possibilities that are far reaching. I wish you luck in this endeavor. Sincerely, Lynn Deluga

From:	Lynn Deluga <lynndeluga@yahoo.com></lynndeluga@yahoo.com>
Sent:	Thursday, November 08, 2018 9:45 PM
То:	dan@frederickarchitects.com; shover.milantrustee@gmail.com;
	gerald.nickoli@gmail.com; Carrie Whitaker
Subject:	Bike path from Edison high school

Gentleman,

I was delighted to see the proposal for a bike path from Edison High school. This is something that would greatly enhance the Milan area. I ride a bicycle nearly daily in decent weather, on that stretch of 113 from Edison Ridge to Milan or River Road or down Berlin St and, it is not, in my opinion, a safe stretch of road to bicycle or walk on. If tractor trailors or even cars, have to share the road with a bike rider and there is a car coming the other direction, they can't move over for you and there isn't anywhere to go but off the road. I see kids riding their bikes to school (because they live too close to get a bus ride) on that stretch in the mornings and it is still dark and most of them don't seem to have lights on their bikes. The cross country kids run from the high school to Edison Ridge and Twin Oaks. In the summer the cross country kids start at Edison Park and it would be great if they had a safe path to travel on rather than the road. I hate to see these kids traveling on this road on foot or on a bike, its not safe. Tuesdays are especially problematic, when the car show is in town, there is more traffic around Milan. Any events at the high school greatly add to the traffic on 113 also. There are also economic benefits to having bicycle infrastructure. It brings bicyling and walking tourism, beneficial for local businesses-maybe someone would like to add a bike shop to the village. There seems to be a number of bike races that go through Milan also, and it would be nice if it was known as a more bike friendly area. People who live in the area would have the option to bicycle rather than drive to work. It has many possibilities that are far reaching. I wish you luck in this endeavor. Sincerely, Lynn Deluga

From:	Carey Stiles <carey.stiles@gmail.com></carey.stiles@gmail.com>
Sent:	Sunday, November 11, 2018 9:50 AM
То:	dan@frederickarchitects.com; GERALD.NICKOLI@gmail.com; shover.milantrustee@gmail.com; Carrie Whitaker
Subject:	Proposed bike path
Attachments:	Declaration of Intent.pdf

Dear Milan Township Trustees,

The construction of a bike path from Edison High School to the Village of Milan would be a wonderful improvement in safety for our community.

As a resident of Milan Township for 19 years, I have seen first-hand many times how dangerous it is for students and residents to walk, jog, run, or ride bicycles along State Route 113. Our Twin Oaks neighborhood is less than a mile to the High school and I do not allow our High School girls to walk to school, even though busing is not available.

I just don't feel it's safe in the morning as inexperienced student drivers are rushing to school.

In the same vein, I have never allowed my children to take the short bike ride from Twin Oaks to downtown Milan for similar reasons. Even with the reduction of speed recently from 55 to 45 mph, there have been many times where I have jogged this route or my wife has biked this route and we have concerns about how the road narrows and the line of sight towards town driving from the East to the West reduces driver visibility and perception increasing the risk of a serious injury for pedestrians. My wife has had to bike off the edge of the road onto dirt often as drivers just come too close.

I feel a bike path would not only enhance safety, but would increase the value of our property in the township. Thank you for your consideration, I fully support your efforts!

Sincerely,

Carey Stiles, President 1 Oakfield Drive Milan, OH 44846

From:Daniel Frederick <dan@frederickarchitects.com>Sent:Tuesday, November 13, 2018 7:17 PMTo:Carrie WhitakerSubject:Fwd: Bike Path - Edison High School to Village of Milan

Sent from my iPhone

Begin forwarded message:

From: Charles Warren <<u>CTW6748@outlook.com</u>> Date: November 13, 2018 at 7:05:10 PM EST To: "<u>dan@frederickarchitects.com</u>" <<u>dan@frederickarchitects.com</u>>, "<u>gerald.nickoli@gmail.com</u>" <<u>gerald.nickoli@gmail.com</u>>, "<u>shover.milantrustee@gmail.com</u>" <<u>shover.milantrustee@gmail.com</u>" Subject: Bike Path - Edison High School to Village of Milan

Gentlemen and honorable Milan Township Trustees,

We, as residents of Milan Township, wish to add our voice to those of other Milan Township residents in support of the construction of a bike path from Edison High School to the Village of Milan. If constructed, it would add another unique and beneficial addition to our community. I am a runner (an old runner) and would enjoy such a path (maybe not the hill so much) to run from Twin Oaks into the Village and back. Celia and the neighborhood ladies are avid walkers (often times dinner has to wait until the ladies get their walk in) and this would give them more time to get caught up on the neighborhood news and complain about all the things that the guys are not getting done around the house.

Seriously thank you for your support for this project and we hope we are successful in getting this project into our community.

Sent from Mail for Windows 10

From:	Dan Frederick <dan@frederickarchitects.com></dan@frederickarchitects.com>
Sent:	Monday, November 12, 2018 6:40 AM
То:	shover.milantrustee@gmail.com; gerald.nickoli@gmail.com; Carrie Whitaker; 'Dan Frederick'
Subject:	FW: Bike path

-----Original Message-----From: Joyce Stevens [mailto:joyce.a.stevens4@gmail.com] Sent: Sunday, November 11, 2018 7:41 PM To: Dan Frederick Subject: Bike path

Milan Township Trustees,

I am in full support of a bike path on St. Rt 113. I have lived in the Twin Oaks subdivision for 17 years. I have witnessed many youth walking or riding a bike to and from Edison High School. It is a major safety concern especially during dawn, dusk or inclement weather. The cross country & track teams use our subdivision along with Edison Ridge for their long distance workouts. They have to run on the side of the road to get to & from the school. Again, a definite safety concern. It would also be a benefit to many of us in Twin Oaks who walk, run and ride our bikes for good health & recreation. Thank you

Joyce Stevens

Sent from my iPad

From: Sent: To: Subject: Dan Frederick <dan@frederickarchitects.com> Tuesday, November 13, 2018 4:51 PM 'Mike Shover'; gerald.nickoli@gmail.com; Carrie Whitaker FW: Bike/Walk Path

From: jamie fletcher [mailto:jamieleighfletcher64@gmail.com]
Sent: Tuesday, November 13, 2018 3:36 PM
To: dan@frederickarchitects.com
Subject: Fwd: Bike/Walk Path

On Tue, Nov 13, 2018 at 3:33 PM jamie fletcher <<u>jamieleighfletcher64@gmail.com</u>> wrote:

Hi Dan, I received a message from Joyce Stevens about the possible path. I think it sounds GREAT!! I always worry about Larry running on 113. I also love walking in Milan and would use the path often myself. It would be great to be able to ride my bike into our quaint, little village also. So....I am in total support!!

Thanks, Jamie Fletcher Twin Oaks Drive

From:	Andrew Finton <afinton8706@gmail.com></afinton8706@gmail.com>
Sent:	Friday, November 09, 2018 12:10 PM
То:	dan@frederickarchitects.com; shover.milantrustee@gmail.com; gerald.nickoli@gmail.com; Carrie Whitaker
Subject:	Bike Path

Good Afternoon All,

I have reviewed the minutes from the last trustee meeting on November 7th. First, I want to thank you all for your hard work. I wanted to share some of my history and experiences living in Edison Ridge and making the commutes to Edison High School and into town from my childhood until present. I recall one day I received my parents approval to ride into town on my bicycle with friends to get ice cream, play in the arcade at Jim's Pizza Box, and playing in Edison park was a joyous moment in my life but came with restrictions and lots of communication. It was always a dangerous feeling riding the berm on my bicycle due to SR 113 being a heavy commuter road. I remember a time a truck got so close to me it almost pushed me over from the rush of air. We always knew to take Berlin Rd into town because of how unsafe the dip was into town. Not going to lie, the adrenaline rush of riding the large hill of Berlin Rd to the park was always a rush, but now looking back as an adult, I can see the dangers of that risk taking. The proposed cut from the township building to the park is a wonderful idea and I can foresee that being a pleasant ride with great scenery but most importantly the safest ride into town. I was also a walker to school in my high school years and sometimes multiple trips in a day for soccer and other school events. There was always a group of kids from both neighborhoods who made the journey and there were shortcuts through neighbors yards and typically walked along the cornfield or through it if there were no crops and it was dry. I believe the bike path from the school into town will open the gates for lots of opportunity and safety. Currently, the cross country teams run from the school to the neighborhoods during practice and there is no clear safe path that allows this connection. In addition, I could see the path benefiting students who live in town and want to commute to the school on a bike and not rely on a parent to drive. Now that I am an adult with a drivers license and see issues in todays distracted driving from cell phones, I do not take the risk of riding a bike into town. However, if a kid is bored or tempted by other friends in town to hang out or even a student desperately wanting to attend a school event and they live in town, I don't think that risk is evaluated very heavily and will lead to them taking that risk no matter the dangers. I've done it in the past all the time for Toft's ice cream at the drive thru and arcade games at Jim's. We as a community are blessed there has not been a tragedy from these risks being taken everyday and the capital investment could seem minuscule if a tragedy was ever to occur due to the dangerous commuter factors. Overall, I feel the bike path is a great idea and would provide safer transportation for our youth and everyone who uses it and provide economic benefits to our community. Thank you all for your dedication to this topic. Please feel free to reach out to me anytime.

Best Regards, Andrew Finton

From:	Pat Dow <patdow2003@yahoo.com></patdow2003@yahoo.com>
Sent:	Sunday, November 11, 2018 9:38 PM
То:	Carrie Whitaker; shover.milantrustee@gmail.com; dan@frederickarchitects.com; gerald.nickoli@gmail.com
Subject:	Proposed Bike Trail

To whom It May Concern:

As a resident of the Twin Oaks subdivision, I live a couple of miles from Milan. The only way to get to town is to take SR 113. A few years ago, I rode my bicycle along that road, and I even tried to walk into town along the highway. I quit riding my bike on that road at least 5 years ago. It simply doesn't feel safe anymore. Walking in the grassy area might be safer, but the ground is rutted and difficult to walk on.

A bike path going to Milan would be amazing! This past summer I logged over 500 miles on my bike, all on bike trails or in my own neighborhood. A bike path to Milan would provide a convenient, safe way to ride or walk into town for me and many others who want to get exercise and enjoy fresh air and being outdoors.

As a former Edison High School teacher, I have seen students running along SR 113 for track and cross county practice. I love their dedication to their sport, but a bike path would be much safer alternative for the runners.

Ultimately, a bike path would be an outstanding addition to our community. I wholeheartedly support this idea and would be happy to speak at a meeting supporting the proposed bike path.

Sincerely,

Pat Dow 419-677-6369 patdow2003@yahoo.com Sent from my iPhone

From:	Andrea Schoenherr <andreaaschoenherr@gmail.com></andreaaschoenherr@gmail.com>
Sent:	Monday, November 12, 2018 4:37 PM
То:	dan@frederickarchitects.com; shover.milantrustee@gmail.com;
	gerald.nickoli@gmail.com; Carrie Whitaker
Subject:	Bike Trail along State Route 113

To Whom It May Concern,

As residents of Milan Township, we feel the community and Township would greatly benefit from a bike bath connecting the town of Milan to Edison High School. As a runner, I know running along Route 113 can be dangerous. I have had several cases where oncoming traffic, rather than moving over, seemed to swerve toward me. A bike path would provide a safe route for runners like me. Also, we never have ridden our bikes into town due to the fear of traffic. As our children get older, we would feel better knowing our children have a safe route to and from the high school. Please consider assisting Milan Township in the construction of the bike path.

Sincerely, Cortland and Andrea Schoenherr

nail.com;
r

Dear Milan Township Trustees and Ms. Whitaker,

I am writing to express my strong support for the trustees' efforts to obtain ODOT support for construction of a bike/pedestrian path between Edison High School and the Milan Village square. I am a resident of the Twin Oaks neighborhood and as a runner I am frequently using SR 113 on various running routes into town or to the high school track. I always run into oncoming traffic so that if a vehicle is coming I can get off the road and into the grass. I do not trust that all drivers are paying close attention and the shoulders along this stretch are very narrow. Getting onto the grass sometimes requires hopping over a ditch and running in someone's front yard or in high wet grass along a farm field.

I have an obvious selfish reason for wanting this path, but even if I never set foot along that road I would be in favor of this plan. There are many others who run, walk, or bike along that road and most do not jump in the grass when traffic goes by. I fear for them, especially a woman who I often saw pushing her baby stroller along the road this past summer. In my opinion a very unwise thing to do, but nonetheless I saw this more than a few times. During football season there are people from the nearby subdivisions who walk to the game and later in the season it's getting dark before the game's over. Again, perhaps unwise to walk home on that road, but it occurs.

Another reason to consider this plan is to embrace the trend taking place around the country, including here in Erie County, to create safe multi-use paths as assets that benefit existing residents of an area and also act as a magnet to draw new residents and their tax dollars to a community.

In my position at the regional Destination Marketing Organization, Lake Erie Shores and Islands, I am personally involved on committees discussing such paths in areas of Erie and Ottawa County with a goal of someday having paths linked throughout the region. It's happening in a big way in Huron and Lorain Counties, and it's time for it to happen in Erie County as well.

Thank you for considering this project and please let me know if I or Lake Erie Shores and Islands can provide any other information that might be helpful in your evaluation.

Sincerely,

Larry Fletcher 13 Twin Oaks Drive Milan, Ohio

From:	Jane Stott <janestott@yahoo.com></janestott@yahoo.com>
Sent:	Tuesday, November 13, 2018 8:54 AM
То:	dan@frederickarchitects.com; shover.milantrustee@gmail.com; Carrie Whitaker; gerald.nickoli@gmail.com
Cc:	dan.stott@pcmfg.net
Subject:	Support for bike path from Edison Highschool to the Village of Milan

Dan Gerry, Mike & Carrie,

I am writing in support of the proposed path to connect Edison High School to the Village of Milan. As a resident of the Twin Oaks Subdivision as well as a parent of a 14 and 8 year old, this is a much needed project I would like to see completed very soon. As you already know, since we reside within one mile of the Edison Highschool, there is no bus transportation provided. My son is a freshman and is currently walking to & from the highschool.

While it is a reasonable distance for him to walk, the uncertainty is from him walking along 113. I have often witnessed distracted drivers in this area as well as accidents. Thank you for proposing this project and I look forward to its completion.

Thank you, Jane Stott 570.956.6674

From:	dan.stott@pcmfg.net
Sent:	Tuesday, November 13, 2018 9:35 AM
То:	dan@frederickarchitects.com; shover.milantrustee@gmail.com; Carrie Whitaker; gerald.nickoli@gmail.com
Cc:	'Jane Stott'
Subject:	Support for bike path from Edison Highschool to the Village of Milan

Dan Gerry, Mike & Carrie,

I am writing in support of the proposed path to connect Edison High School to the Village of Milan. As a resident of the Twin Oaks Subdivision as well as a parent of a 14 and 8 year old, this is a much needed project I would like to see completed very soon. As you already know, since we reside within one mile of the Edison Highschool, there is no bus transportation provided. My son is a freshman and is currently walking to & from the highschool. While it is a reasonable distance for him to walk, the uncertainty is from him walking along 113. I have often witnessed distracted drivers in this area as well as accidents.

Additionally I am in support of extending the path to the village. Being in Twin Oaks we are not able to get into the village with out driving or taking large risks walking in or near traffic on 113.

Thank you for proposing this project and I look forward to its completion.

Thank you, Dan Stott 570.436.0416

From:	Roger Dow <rogeradow@gmail.com></rogeradow@gmail.com>
Sent:	Tuesday, November 13, 2018 5:50 PM
То:	Joyce Stevens; dan@frederickarchitects.com; shover.milantrustee@gmail.com; gerald.nickoli@gmail.com; Carrie Whitaker
Subject:	Re: Milan Township

I want to thank everyone involved with this project for taking this step forward to improve community safety, health exercise options, and enhanced community benefits. Bicycle riding and pedestrian walking on State Rt. 113 is a hazard due to the lack of shoulders and heavy traffic. I no longer ride my bike on the local roads as I feel that distracted drivers can not be trusted even with lowered speed limits. My greatest fear is for the young people walking, running and bike riding to and from the school complex. This situation is just a bad dream in the making.

The planned path would provide a safe avenue for community members of all ages to travel from village of Milan and the township to the school complex. Individuals who need exercise could safely use the path for walking, running or biking as well as just getting to and from the school or to the village. I have witnessed other communities utilize bike paths to provide outdoor recreational opportunities to help keep their communities vibrant and inviting.

The major issue here is the safety for our school age children and those person who need to keep active for their health.

Thank You,

Roger A. Dow

On Fri, Nov 9, 2018 at 7:41 PM Joyce Stevens <<u>joyce.a.stevens4@gmail.com</u>> wrote:

Sent from my iPad

Begin forwarded message:

From: "Dan Frederick" <<u>dan@frederickarchitects.com</u>> Date: November 8, 2018 at 5:12:12 PM EST To: <joyce.a.stevens4@gmail.com>, <<u>roddykid@aol.com</u>> Cc: "Dan Frederick'" <<u>dan@frederickarchitects.com</u>>, "'Gerald Nickoli'" <<u>GERALD.NICKOLI@gmail.com</u>>, "'Mike Shover''' <<u>shover.milantrustee@gmail.com</u>>, "'Carrie Whitaker''' <<u>CWhitaker@eriecounty.oh.gov</u>>, "'Zachary Rospert''' <<u>zrospert@gmail.com</u>> Subject: Milan Township

Twin Oaks and Edison Ridge residents,

The Milan Township Trustees need your help. We are attempting to convince ODOT to help us construct a bike path from Edison High School to the Village of Milan. Attached is an explanation of Milan Township's goals and objectives regarding this project. If you agree that this is a worthwhile project, please send a brief email expressing your support including any personal experiences regarding your safety concerns along this road. Of course, the Trustees will also consider the opinion of those who may oppose this project. Time is of the essence as ODOT's decision to fund this project will be determined in the next week or so. Please send your thoughts via group email to the Trustees dan@frederickarchitects.com, shover.milantrustee@gmail.com, gerald.nickoli@gmail.com and Erie County Regional Planning Commission cwhitaker@eriecounty.oh.gov

Thanks! Dan, Mike, and Jerry

Edison Ridge Residents Facebook Page Comments of Support

Hello

The information provided by Tina regarding a bike path on 113 was shared on our Edison Ridge Facebook page. There were many comments that I said I would share in this email. You may get separate emails from some neighbors.

Lynn Deluga

I for one think it would be useful. It's not fun riding a bike on 113 and I have seen kids riding bikes to school in the mornings even when it's dark still. Not safe for these kids.

The bridge at the little dip before you get to town doesn't have enough room next to it for a bike path the way it is now but if it could get to Berlin rd would be helpful.

There are economic benefits to a bike infrastructure such as bike tourism and studies show it increases property values

Dan McCoy Great idea!

Celia Finton Great idea!

Nicole Danner

Getting from here to the high school would be great. The bus driver told Xander we live too close to the high school for him to ride the bus yet there is no side walk or clear path for the kids to get back and forth.

Karen Spencer All for it!

Andrew Finton

I have been in all the above situations whether it be riding into town as a young kid for ice cream or to the park or walking to the high school along the cornfield with other students. It is very dangerous to ride the berm into town and was always very cautious and observant to traffic. This would be a great addition and provide much needed safety for our current residents and their children.

Tim Finton It's been a long time coming, let's get it done.

Cindy Livingston Great idea! Thanks for posting!

Paulette Geiger Wonderful idea. I always worry about the safety of the student runners from the HS.

Brian Chase Love the idea. I've taken my bike a couple times into town and am nervous every time. This would be wonderful Keely Austin Grant I have been hoping this would really happen! Awesome.

Debbie Bores

We have lived in this neighborhood for over 20 years. Our kids grew up here and we rode our bike into town on occasion. There isn't much room on the berm of 113 to allow us to stay that far away from cars, so it can be a little scary. I have always wished there was more room to ride our bike or walk into town so am glad it is a possibility. I still ride my bike into town so hope path happens.

Thank you for reaching out.

Edison Ridge neighbors.

APPENDIX B

SAFETY APPLICATION SUMMARY ERI-4-4.65 SR 4 & SR 99/Skadden Rd Roundabout **Erie County**



Crash Statistics (2012-2017)

- HSIP Rural Intersection #106 2017, #58 -2016, #212 - 2015, #66 - 2014, and #46 - 2013
- 42 Total Crashes 2012-2017
- 10 Injury Crashes (24%), 5 serious
- 14 Angle/Left-Turn Crashes (33%)
- 22 Rear End Crashes (52%)
- 27 Crashes Occurred May September (64%)

Application Scoring		
Category	Value	Points
Expected Crash Frequency	8.1	4
Observed KA/Total	0.12	5
% Improvement Potential	0.3%	0
Relative Severity Index	\$47 <i>,</i> 827	10
Equivalent PDO Index	5.03	5
Volume/Capacity Ratio	0.44	0
Benefit/Cost Ratio	2.65	30
Safety Funding % Request	100%	0
Application Score:		

Description

- Convert two-way stop-controlled intersection into a roundabout
- Roundabout will mitigate existing issues with the 42-degree skew and difficulty finding gaps in traffic
- Roundabout will reduce the angle and left turn crash occurance as well as serious crash types and overall crash frequency

